

FY 2007-2012

# Transportation Improvement Program Summary



Chicago Metropolitan  
Agency for Planning

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This brochure aims to educate the public about:

- The purpose of the Transportation Improvement Program (TIP)
- Its relationship to the region's long-range transportation goals
- What agencies are involved in TIP preparation
- Federal and non-federal fund sources used for TIP projects
- The steps involved in development of the TIP
- How members of the public can become involved in the TIP process

The Chicago Metropolitan Agency for Planning (CMAP) was created as the comprehensive regional planning organization for the seven counties of northeastern Illinois. By state and federal law, CMAP is responsible for producing the region's official, integrated plan for land use and transportation. The GO TO 2040 planning campaign will develop and implement strategies to address projected population and employment growth and its serious implications for transportation, housing, economic development, open space, the environment, and natural resources. See <http://www.cmap.illinois.gov> and [www.goto2040.org](http://www.goto2040.org) for more information.

# Introduction

The Fiscal Year (FY) 07-12 Transportation Improvement Program (TIP) is a six-year agenda of surface transportation projects throughout northeastern Illinois. The TIP includes projects expected to receive federal funding. The TIP also lists regionally significant projects funded by non-federal sources.

The TIP is a tool for communication between different levels of government and the general public. It helps the transportation community and the public track the use of local, state and federal transportation funds. The TIP also facilitates a discussion about regional transportation needs.

In short, the TIP helps transportation professionals, service implementers, and planning organizations establish a short-term transportation program to reflect the long-range transportation goals identified in the 2030 Regional Transportation Plan (RTP).

The TIP document consists of the following components:

- A regional overview
- A discussion of how the TIP supports the goals of the RTP
- A description of the agencies and steps in the TIP development process (including the various funding sources for transportation projects)
- Northeastern Illinois' fiscal plan for its transportation program
- An overview of the region's response to federal requirements
- A listing of the projects that make up the program

Non-federally funded projects that are not regionally significant projects do not have to be included in the TIP. Many local municipal or township projects fall into this category.



## Regional Overview

The Transportation Improvement Program (TIP) for northeastern Illinois includes projects in all of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties and a portion of Grundy County. The region is home to more than 8.1 million people and has an employment base of 4.3 million. Efficient regional transportation is vital for both intra and interstate commerce.

The region's transportation needs are served by a complex network of road and transit facilities. Northeastern Illinois has the nation's second largest transit system, which complements an extensive network of interstate and arterial roadways. Northeastern Illinois is also central to freight and aviation activities for the entire nation. The region annually handles 6.3 million freight trailers or containers, making it the world's third largest intermodal volume handler after Hong Kong and Singapore.

The responsibility for maintaining, improving and expanding this infrastructure is shared by many entities, including the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority (ISTHA), which have jurisdiction over the region's 449 freeway and expressway miles. Other streets are controlled by county governments, IDOT, the city of Chicago and more than 270 local units of government.

Transit infrastructure is under the jurisdiction of the Regional Transportation Authority (RTA), its service boards (CTA, Metra and Pace) and private transportation providers. All of these entities are represented on the Metropolitan Planning Organization (MPO) Policy Committee, the decision-making body for transportation planning in the region.

The FY 2007-2012 Transportation Improvement Program (TIP) is the six-year agenda of surface transportation projects developed by all of these entities to satisfy their responsibilities to maintain and improve regional infrastructure. The projects in the TIP reflect the ongoing evaluation of the regional transportation system by the agencies responsible for it.

# 2005 Transit and Road Data

Service	Route Miles	Routes	Vehicles	Annual Riders ( <i>in millions</i> )
CTA Bus	2,033	152	2,200	302.0
CTA Rail	223	7	1,190	152.0
Metra	546	11	990	78.4
Pace	4,446	232	705	36.8
<b>Totals</b>	<b>7,248</b>	<b>402</b>	<b>5,085</b>	<b>569.2</b>

Source: CTA, Metra, Pace

## Road Data

The road system in northeastern Illinois consists of over 24,000 miles of freeways, interstate highways and principal and minor arterials.

Source: IDOT; Illinois Travel Statistics, 2005



# Frequently Asked Questions

## *How can I find out if there is a proposed project in my area?*

If you live in the city of Chicago, contact the Chicago Department of Transportation at (312) 744-1987. If you live in the suburbs, contact the Planning Liaison (PLs) to the Council of Mayors for your area (see page 31). PLs are the subregional councils' staff of professional transportation planners whose key responsibilities include:

- **Communication**

The PL program is the basic communication link between CMAP and the suburban mayors. PL staff provides information about CMAP policies, programs and initiatives to local officials, provides feedback regarding those issues to the CMAP staff, committees and Board and ensures that CMAP is apprised of regional and sub-regional issues of importance to their communities.

- **General Liaison**

The PL program provides staff assistance as part of the comprehensive regional planning effort. This includes being involved in the CMAP committee structure, providing technical and other support to help achieve CMAP objectives, and providing input on regional planning efforts.

- **Program Development**

The PL staff facilitates the Surface Transportation Program at the discretion of the local Council methodologies while meeting federal requirements. The PL program will assist in the development of sub-regional annual and multi-year multi-modal transportation improvement programs consistent with regional strategies. These efforts will be focused on, but not limited to, the Congestion Mitigation and Air Quality Improvement Program, the Enhancement Program and Safe Routes to Schools.

- **Program Monitoring**

The PL staff works with officials, regional, state and federal agencies and consultants to ensure the timely, efficient and effective implementation of transportation projects. This includes providing regular project status reports as well as close coordination with CMAP, RTA and IDOT staff.

- **Technical Assistance**

The PL program provides technical support and assistance to CMAP and local governments. It provides data and analysis regarding issues of importance to regional or sub-regional agencies. The PL staff assists in the coordination and outreach activities of CMAP in the sub-region.

## *How can I propose a project?*

If you have a project proposal for CTA, Pace, or Metra, contact those agencies directly. For the city of Chicago, contact the Chicago Department of Transportation. For the suburbs, contact the Planning Liaison to the Council of Mayors for your area. See the Project Programmers listed on page 32 for contact information.

## *How can I participate?*

You can attend meetings held by CMAP or any of the project programmers or visit CMAP's website at [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for additional TIP information.

## Relationship of the TIP to the adopted 2030 RTP and GO TO 2040 Planning Process

A metropolitan region must develop a long-range transportation plan to receive federal funds used to maintain and improve transit and highway systems. The plan for northeastern Illinois, Shared Path 2030 (RTP), is a multi-modal transportation plan that includes steps to maintain existing transportation infrastructure and serve future travel needs through the year 2030. The RTP is consistent with anticipated land use and federally-mandated air quality standards for the entire region.

The 2030 RTP identifies goals and objectives for maintaining and improving the transportation system through the year 2030. Forecasts of financial resources, population and employment help guide the selection of capital projects, system improvements, policies and strategies to meet the region's goals. The TIP is the short-term program for implementing the RTP.

CMAP is currently in the process of completing the region's first truly comprehensive long-range plan. It is to be published in 2010 and will guide investments and development decisions through 2040 and beyond. At every stage in the planning process, there are opportunities for public involvement. CMAP offers public meetings, interactive web materials, surveys, and many other means of input. Check out the GO TO 2040 website ([www.GOTO2040.org](http://www.GOTO2040.org)) and learn how you can provide input at each stage.

The TIP incorporates the Congestion Management System (CMS), a set of strategies designed to reduce congestion and improve mobility and accessibility throughout northeastern Illinois. The CMS includes bicycle, pedestrian, transit and automobile strategies.

### *It's a Fact...*

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Pace serves 210 communities in northeastern Illinois with a combined population of 5.2 million people. The service area is more than 3,500 square miles, or 15 times the size of the city of Chicago.

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Source: [www.pacebus.com](http://www.pacebus.com), Purpose of "Vision 2020"

# The GO TO 2040 Comprehensive Regional Planning Process



## The GO TO 2040 Comprehensive Regional Planning Process





## Programming Categories

Projects are chosen for inclusion in the TIP after careful consideration.

Limited transportation funds from over thirty different sources must be programmed among competing demands for maintenance of the system, improved mobility and improved air quality and safety.

The TIP database, available from the Chicago Metropolitan Agency for Planning (CMAP), contains detailed information about TIP projects, including funding sources. To download the TIP database, visit the CMAP Web site ([www.cmap.illinois.gov](http://www.cmap.illinois.gov)) or contact CMAP at (312) 454-0400 or [TIP@cmap.illinois.gov](mailto:TIP@cmap.illinois.gov). CMAP staff is also available to prepare specialized reports.

### *It's a Fact...*

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If one in five Americans used public transit daily, we would reduce carbon monoxide pollution by a greater amount than the emissions from the entire chemical manufacturing industry and all the metal processing plants in the U.S.

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Source: American Automobile Association (AAA) as printed in RTA Reports (1Q.05)

# Agencies Involved in the TIP Development Process

Many agencies and groups help develop the TIP based on transportation-related legislation and regulations, including federal laws such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990 (CAAA90). The types of organizations involved in the process are described below:

## State of Illinois

The state plans, programs, finances and implements major transportation projects throughout Illinois.

## Regional Agencies

Regional planning agencies help plan, integrate and coordinate policies and programs in the region. In the TIP development process, this means developing a program of transportation improvements, addressing the goals and objectives of the RTP, and verifying that project costs do not exceed fiscal constraints.

## Local Governments

Municipalities and counties plan, design, engineer, construct, operate and maintain local transportation facilities and services. Municipalities are represented in the TIP process by the Council of Mayors, an entity comprised of the city of Chicago and 11 subregional councils. The Council of Mayors is also represented on other CMAP committees that influence the TIP process.

## Transportation Operators

Operators plan, design, engineer, construct, operate and maintain specific transportation facilities and services. Such operators are often established as governmental authorities or service boards under Illinois statutes.

## United States Government

The federal government enacts and enforces legislation and is a primary source of funding for many transportation projects. Federal rules govern the TIP's development, review and implementation.

## *It's a Fact...*

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The Chicago Transit Authority was founded in 1945 when the Illinois General Assembly passed the Metropolitan Transit Authority Act. The CTA began operating in 1947. Over 1.5 million trips are made on CTA buses and trains each weekday.

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Source: [www.transitchicago.com](http://www.transitchicago.com), CTA Overview

## *It's a Fact...*

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Metra is the second largest commuter railroad in North America.  
150,000 passengers ride Metra on a typical weekday.

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Source: [www.metrarail.com](http://www.metrarail.com), 2005



# Agencies Involved in the TIP Development Process

## State of Illinois

- Illinois DOT District 1, Division of Highways
- Illinois DOT, Division of Public and Intermodal Transportation (DPIT)
- Illinois DOT, Office of Planning and Programming (OP&P)
- Illinois Environmental Protection Agency (IEPA)
- Illinois Commerce Commission (ICC)
- Illinois Department of Natural Resources (IL DNR)

## Regional Agencies

- Chicago Metropolitan Agency for Planning (CMAP)
- Regional Transportation Authority (RTA)

## Transportation Operators

- Chicago Transit Authority (CTA)
- Illinois State Toll Highway Authority (ISTHA)
- Metra (Commuter Rail Division)
- Pace (Suburban Bus Division)
- Private transportation providers
- Class 1 railroad companies

## Local Governments

- County governments
- Municipal and township governments
- City of Chicago, Department of Transportation (CDOT)
- North Shore Council of Mayors (part of NWMC)
- Northwest Council of Mayors (part of NWMC)
- North Central Council of Mayors (part of WCMC)
- Central Council of Mayors (part of WCMC)
- Southwest Conference of Mayors
- South Suburban Mayors and Managers Association
- DuPage Mayors and Managers Conference
- Kane/Kendall County Council of Mayors
- Lake County Council of Mayors
- McHenry County Council of Mayors
- Will County Governmental League
- Park and forest preserve districts

## United States

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Environmental Protection Agency (USEPA)

## *It's a Fact...*

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In 2000, the area served by CMAP:

- housed 8.1 million residents
- accommodated an employment base of 4.4 million
- acted as headquarters to over 30 Fortune 500 corporations

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Sources: 2000 US Census; Fortune Magazine 2005

# Suburban Municipalities by Regional Council

## North Shore Region North Shore Council of Mayors (NWMC)

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Evanston  
Glencoe  
Glenview  
Golf  
Kenilworth  
Lincolnwood  
Morton Grove  
Northbrook  
Northfield  
Skokie  
Wilmette  
Winnetka

## Northwest Region Northwest Council of Mayors (NWMC)

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Arlington Heights  
Barrington  
Bartlett (also in DuPage)  
Buffalo Grove (also in Lake)  
Des Plaines  
Elk Grove Village  
Hanover Park (also in DuPage)  
Hoffman Estates  
Inverness  
Mt. Prospect  
Niles  
Palatine  
Park Ridge  
Prospect Heights  
Rolling Meadows  
Schaumburg  
South Barrington  
Streamwood  
Wheeling

## North Central Region North Central Council of Mayors (WCMC)

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Bellwood  
Berkeley  
Broadview  
Elmwood Park  
Forest Park  
Franklin Park  
Harwood Heights  
Hillside  
Maywood  
Melrose Park  
Norridge  
Northlake  
North Riverside  
Oak Park  
River Forest  
River Grove  
Rosemont  
Schiller Park  
Stone Park  
Westchester

## Central Region (Central Council of Mayors) West Central Municipal Conference

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Berwyn  
Brookfield  
Cicero  
Countryside  
Forest View  
Hodgkins  
Indian Head Park  
LaGrange  
LaGrange Park  
Lyons  
McCook  
Riverside  
Stickney  
Summit  
Western Springs

### South Region South Suburban Mayors and Managers Association

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Burnham  
Calumet City  
Calumet Park  
Chicago Heights  
Country Club Hills  
Crete  
Dixmoor  
Dolton  
East Hazel Crest  
Flossmoor  
Ford Heights  
Glenwood  
Harvey  
Hazel Crest  
Homewood  
Lansing  
Lynwood  
Markham  
Matteson  
Midlothian  
Oak Forest  
Olympia Fields  
Park Forest  
Phoenix  
Posen  
Richton Park  
Riverdale  
Robbins  
Sauk Village  
South Chicago Heights  
South Holland  
Steger  
Thornton  
Tinley Park  
University Park

### DuPage Region DuPage Mayors and Managers Conference

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Addison  
Bartlett (also in Northwest)  
Bensenville  
Bloomington  
Burr Ridge  
Carol Stream  
Clarendon Hills  
Darien  
Downers Grove  
Elmhurst  
Glendale Heights  
Glen Ellyn  
Hanover Park (also in  
Northwest)  
Hinsdale  
Itasca  
Lisle  
Lombard  
Naperville  
Oak Brook  
Oakbrook Terrace  
Roselle  
Villa Park  
Warrenville  
Wayne (also in Kane)  
West Chicago  
Westmont  
Wheaton  
Willowbrook  
Winfield  
Wood Dale  
Woodridge

### Southwest Region Southwest Council of Mayors

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Alsip  
Bedford Park  
Blue Island  
Bridgeview  
Burbank  
Chicago Ridge  
Crestwood  
Evergreen Park  
Hickory Hills  
Hometown  
Justice  
Lemont  
Merrionette Park  
Oak Lawn  
Orland Hills  
Orland Park  
Palos Heights  
Palos Hills  
Palos Park  
Willow Springs  
Worth

# Suburban Municipalities by Regional Council

## Kane/Kendall Region Kane/Kendall Council of Mayors

Aurora  
Batavia  
Big Rock  
Burlington  
Campton Hills  
Carpentersville  
East Dundee  
Elburn  
Elgin  
Geneva  
Gilberts  
Hampshire  
Kaneville  
Lily Lake  
Maple Park  
Montgomery  
North Aurora  
Oswego  
Pingree Grove  
Plattville  
St. Charles  
Sleepy Hollow  
South Elgin  
Sugar Grove  
Virgil  
Wayne (also in DuPage)  
West Dundee  
Yorkville

## Lake Region Lake County Council of Mayors

Antioch  
Bannockburn  
Beach Park  
Buffalo Grove (also in  
Northwest)  
Deerfield  
Deer Park  
Fox Lake  
Grayslake  
Green Oaks  
Gurnee  
Hainesville  
Hawthorn Woods  
Highland Park  
Highwood  
Indian Creek  
Island Lake  
Kildeer  
Lake Barrington  
Lake Bluff  
Lake Forest  
Lake Villa  
Lake Zurich  
Libertyville  
Lincolnshire  
Lindenhurst  
Long Grove  
Mettawa  
Mundelein  
North Barrington  
North Chicago  
Old Mill Creek  
Park City  
Riverwoods  
Round Lake  
Round Lake Beach  
Round Lake Heights  
Round Lake Park  
Third Lake  
Tower Lakes  
Vernon Hills  
Volo  
Wadsworth  
Wauconda  
Waukegan  
Winthrop Harbor  
Zion

## It's a Fact...

During the first half of 2008, Metra ridership increased by 5.8% compared to the first half of 2007.

Source: *Metra On the Bi-Level* Commuter Newsletter, October 2008



McHenry Region  
McHenry County Council  
of Mayors

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Algonquin  
Barrington Hills  
Bull Valley  
Cary  
Crystal Lake  
Fox River Grove  
Greenwood  
Harvard  
Hebron  
Holiday Hills  
Huntley  
Johnsburg  
Lake in the Hills  
Lakemoor  
Lakewood  
Marengo  
McCullom Lake  
McHenry  
Oakwood Hills  
Port Barrington  
Prairie Grove  
Richmond  
Ringwood  
Spring Grove  
Trout Valley  
Union  
Wonder Lake  
Woodstock

Will Region  
Will County  
Governmental League

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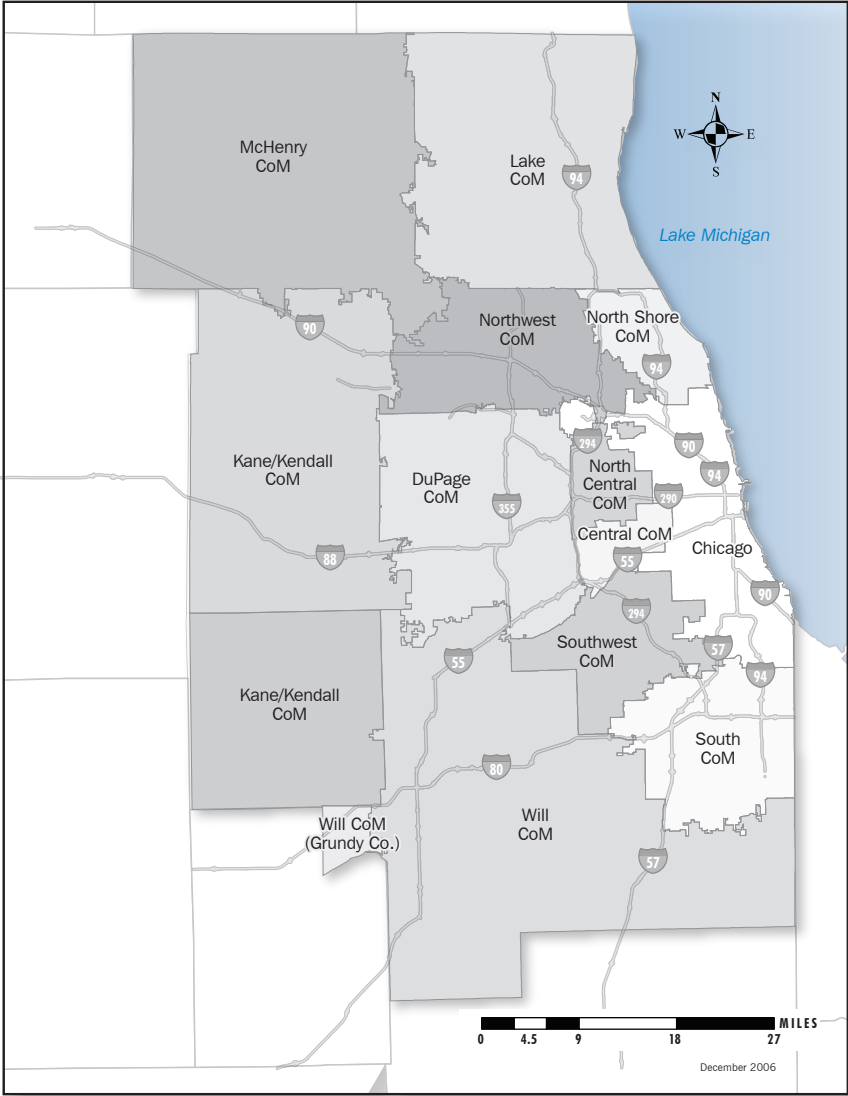
Beecher  
Bolingbrook  
Braidwood  
Channahon  
Coal City  
Crest Hill  
Diamond  
Elwood  
Frankfort  
Godley  
Homer Glen  
Joliet  
Lockport  
Manhattan  
Minooka  
Mokena  
Monee  
New Lenox  
Peotone  
Plainfield  
Rockdale  
Romeoville  
Shorewood  
Symerton  
Wilmington

The following communities in the CMAP planning area  
(all in Kendall County) will continue to program STP  
funds through IDOT:

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- Lisbon
- Millington
- Newark
- Plano
- Sandwich

# Regional Councils Map



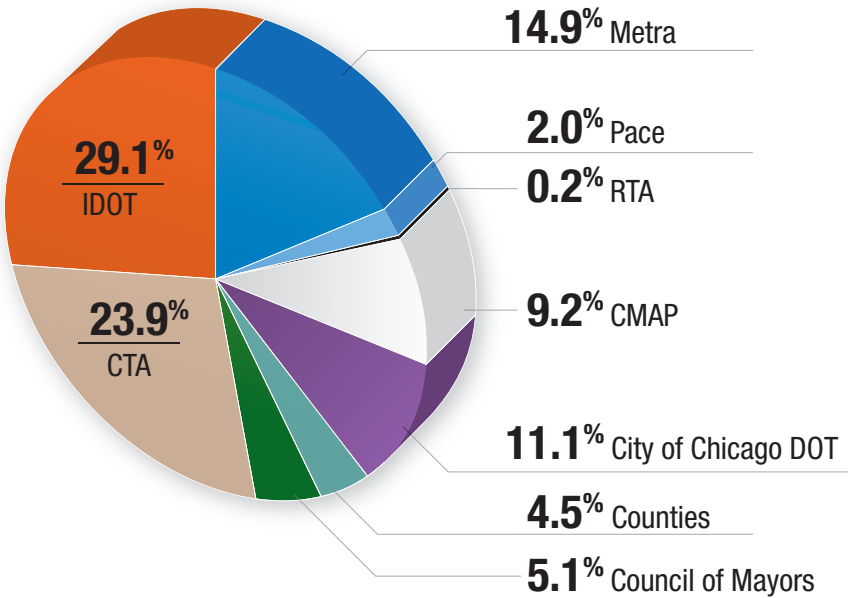
## FY 2007-2012 TIP by Project Programmers

The pie chart below shows the current level of funds by project programmer. This is based on the projects in the TIP as of January 2010 excluding non-federally funded tollway and county projects.

The program total for these projects is \$14,029,590,000. This chart is updated after each CMAP Transportation Committee Meeting.

## FY 2007-2012 TIP by Project Programmer

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### *Did you know?*

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Private Providers of Transportation operate 14,715 vehicles in the region employing 13,500 people.

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# Program Fund Sources

TIP projects receive federal funding through several sources administered by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Multiple non-federal programs also provide funding for TIP projects. All TIP fund sources are listed below, with abbreviations used in the TIP database. Sources are federal except where noted.

1. **Bridge Discretionary Funds (Highway Bridge Replacement and Rehabilitation Program) (BRD)**

States compete for these funds for specific major bridge projects. Criteria to receive funding includes availability of state funds, size of project, bridge closings or weight restrictions, average daily truck and vehicle traffic, and the bridge's sufficiency rating.

2. **Bridge Replacement and Rehabilitation Programs (BRR)**

Funds are allocated to the states on a formula basis.

3. **Congestion Mitigation & Air Quality Improvement Program (CMAQ)**

This program finances projects that will contribute to improving air quality and reducing congestion in designated areas that do not meet federal air quality standards. Funds are distributed to states on a formula basis. The CMAQ Project Selection Committee programs these funds.

4. **Demonstration Projects: Congestion Relief, Urban Access and Mobility, and Innovative Projects (DEM)**

These programs finance specific projects authorized by Congress in Sections 1104, 1106b, and 1107 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and Section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987.

5. **FTA Section 5307 (FTA)**

This program provides financing for capital improvements to transit systems in all urbanized areas of the country on a formula basis.

6. **FTA Section 5309 (New Starts)**

Projects eligible for New Starts funding include rapid rail, light rail, commuter rail, automated guideway transit, people movers, and facilities for exclusive bus use. Recipients compete for these funds.

8. [FTA Section 5309 \(m\) \(1\) \(A\) \(Rail\)](#)

Section 5309 rail project funds are distributed according to a formula prescribed by Congress.

9. [FTA Section 5309 \(m\) \(1\) \(C\) \(BUS Discretionary\)](#)

Twenty percent of Section 5309 funds are reserved for bus and other projects.

10. [FTA Section 5310](#)

These FTA formula-based grants finance the purchase of specially equipped vehicles for the transportation of elderly and mobility-limited persons. Service contracts are eligible for funding under this program. Public agencies are eligible to participate.

11. [FTA Section 5316—Job Access and Reverse Commute Grants \(JARC\)](#)

In 2006 these funds have been changed from competitive to FTA formula-based grants. Job Access and Reverse Commute grants provide funding for transportation services designed to transport low income individuals to and from jobs. The program also supports development of transportation services between urban centers and suburban employment opportunities.

12. [FTA Section 5317—New Freedom \(NEW F\)](#)

Funds are allocated through a formula based upon population of persons with disabilities. The funds are to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act.

13. [High Priority Projects \(HPP\)](#)

High Priority Projects are specifically earmarked by Congress and are included in SAFETEA-LU.

14. [Illinois Commerce Commission \(ICC\)](#)

The ICC finances improvements at highway-railway crossings, including grade separations and safety improvements at crossings. The source of these funds is local.

15. [Illinois State Toll Highway Authority \(TOLL\)](#)

The Illinois State Toll Highway Authority (ISTHA) finances projects on its toll highway system. Projects are included in the TIP for information only (for the conformity analysis and construction traffic coordination) and appear in Appendix 4.

16. [Intelligent Transportation Systems \(ITS\)](#)

This program funds IDOT projects that integrate operations and management to improve system performance. States compete for these funds.

# Program Fund Sources

## 17. Interstate Discretionary Program (I-D)

High-cost projects with high traffic volumes in urban areas and high truck traffic volumes in rural areas receive priority under this source. States compete for these funds.

## 18. Interstate Maintenance Program (I-M)

This formula-based program funds projects to rehabilitate, restore and resurface interstate system roads.

## 19. Local Funds (Gen-Op, ILL, MFT-ALL, MFT-Loc, RTA)

This funding, including General Revenue funds, State of Illinois funds, allocated motor fuel taxes, locally imposed motor fuel taxes, and RTA's funds, comes from the State of Illinois and local jurisdictions (i.e. without federal funds).

## 20. National Corridor Planning and Border Infrastructure Programs (NCP)

These competitive programs provide funds for the coordinated planning, design and construction of corridors of national significance that have the capacity to impact economic growth and international or interregional trade.

## 21. National Highway System Program (NHS)

This program finances projects on the National Highway System, which consists of the Interstate system and other principal arterials.

## 22. Operation GreenLight - Transit (OGL)

This local program finances comprehensive, innovative efforts to control and reduce urban congestion in the city of Chicago and surrounding suburbs.

## 23. Projects of National and Regional Significance (NRS)

Designated funding for the CREATE program and O'Hare western access.

## 24. Safety Funds (HSIP)

Safety funds consist of 2 categories — high hazard locations and rail crossing improvement. Safety funds are allocated on a statewide basis.

## 25. Safe Routes to School (SR2S)

This new program enables and encourages primary and secondary school children to walk and bicycle to school. Each state will receive a portion of the funds based on its percentage of the national total of school-aged children in grades K – 8, but not less than \$1 million each year.

## 26. Sec 112

Congressionally designated surface transportation projects.

27. [Sec 115](#)

Congressionally designated surface transportation projects.

28. [Sec 117](#)

Congressionally designated surface transportation projects.

29. [Sect 125](#)

Congressionally designated surface transportation projects.

30. [Sect 129](#)

Congressionally designated surface transportation projects.

31. [Service Board \(SB\)](#)

Formula funding derived from the RTA sales taxes authorized by the Illinois state legislature. The allocations are passed to CTA, Metra and Pace by the RTA. Other funding would include fares and services (advertising, etc.). Only service boards (CTA, Metra, Pace) can program these funds.

32. [Special Assessments, Tax Increment Financing and Private Sources \(SPEC, PRV\)](#)

Some improvements included in the TIP are partly or wholly funded by special taxing districts designed to finance local governments' infrastructure improvements. Special assessments are taxes over and above the standard property tax rate for the community. Tax Increment Financing (TIF) districts divert tax revenue growth over time at the standard property tax rate to fund infrastructure improvements. Private sources typically fund projects that have both public and private benefits.

33. [Strategic Capital Improvement Program \(SCIP\)](#)

Bonding authorized by the State of Illinois for Capital improvements.

34. [Surface Transportation Program \(STP-L, STP-U, STP-R, STP-C\)](#)

These funds, distributed by formula, may be used for roads not classified as local or rural minor collectors, bridges on a public road, and transit capital projects.

35. [Transportation and Community System Preservation \(TCSP\)](#)

This is a very small pilot program with the goal of developing strategies that use transportation investments to build livable communities.

36. [Transportation Enhancement \(STP-E\)](#)

Ten percent of the state's STP allocation must be used for Enhancement Projects. CMAP reviews and evaluate projects before they are submitted to and selected by IDOT (with participation by the Illinois Department of Natural Resources and the Illinois Historic Preservation Agency).

# TIP Development: The Steps from Plan to Program

Ever-changing regulations and local needs make the development of the TIP a dynamic process. The following description applies to the current TIP development process.

## 1. Complete a Program of Planning Work

The framework for the planning process in northeastern Illinois is developed in the region's Unified Work Program for Transportation (UWP). The UWP identifies and coordinates a program of planning tasks limited by fiscal constraints. The UWP includes a range of planning activities, from long-range plan development to project-specific planning to project programming.

The UWP coordinates and programs the planning process, while the TIP coordinates and programs the implementation of the plan.

## 2. Complete a Long-Range Plan

Northeastern Illinois' long-range transportation plan, currently Shared Path 2030, is implemented through the TIP. Therefore, preparing the RTP is a major step in developing the region's TIP. Currently the region is in the process of developing a new long-range plan. *GO TO 2040* is the regions first truly comprehensive plan. For more information, visit [www.GOTO2040.org](http://www.GOTO2040.org).

The Shared Path 2030 RTP encompasses not only specific projects, but also the policies, systems and strategies necessary to serve the region's future travel needs, which are expected to grow significantly between now and 2030.

## 3. Project Proposals — Engineering I, Engineering II, and Construction

Specific project proposals are developed from completed plans by local governments, transportation operators and the State of Illinois. Several factors are central to consideration of these projects. For example, two engineering elements and a construction element are typically included in roadway project proposals. Right-of-way acquisition may also be required

During phase I engineering, options and alternatives are explored; conditions are determined; preliminary design sketches are completed; and if necessary, an environmental review is completed. Plans and specifications are completed and quantities are estimated in phase II engineering. Right-of-way may also be acquired during phase II. In the final phases, construction and inspection are completed.

Each of these phases may require a year or more, necessitating extensive advance planning on the part of implementers. For major transit projects, an alternatives analysis which takes from one to five years or more. In addition, public participation is an integral part of the advanced planning stages of the transportation planning process.





## *Daily Trip Data*

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Every day, nearly 23 million trips are made by individuals using all modes of travel in the six county northeastern Illinois region.

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Source: CATS estimates, 2005

# TIP Development: The Steps from Plan to Program

## 4. Consultation with Subregional, Regional, and State Participants

Before an implementing agency submits a project proposal for inclusion in the TIP, it is programmed by the responsible subregional, regional or state agency.

The Councils of Mayors, the city of Chicago, transportation service operators, the State of Illinois, and other programmers are provided estimates of federal funds available. These implementing agencies must then, after prioritizing projects according to preset criteria and local fiscal constraints, allocate these estimated resources to the pool of project proposals and identify in which year(s) each project will take place.

The resulting programs are submitted to CMAP for inclusion in the TIP.

Projects for which funding is not available in the TIP programming horizon may be listed by the implementing agency in a "B list." These projects can be moved into the TIP (as can other projects that are identified during the program year) if funds become available and if the projects meet air quality requirements discussed in the Conformity Analysis. "B list" projects are not part of the fiscally constrained TIP and are noted for information only. The MYB project list is available upon request.

## 5. Integrate and Publish the Programs

CMAP publishes the project proposals in the Proposed TIP after it receives listings of projects from the various implementing agencies.

## 6. Conduct Program Review, Revision, and Conformity Analysis

Following program integration, CMAP, along with representatives from implementing agencies and subregional bodies, review the Proposed TIP for accuracy, compliance with fiscal constraints, conformity with air quality regulations, and compatibility with regional plans.

## 7. Conduct Public Review and Comment Period

The Proposed TIP is released for a formal public comment period of at least 30 days.

Comments regarding the proposed TIP and the conformity finding are solicited from interested parties and individuals. A public meeting to discuss the proposed TIP is held during the comment period. Additional discussion of public involvement activities is included in Chapter 4 of the TIP.

The program taken as a whole is the focus of the comments during the comment period. Typically, discussion of individual projects in the program will have taken place during implementing agencies' public involvement processes much earlier in the TIP development process.

When the comment period ends, staff and the implementing agencies review the comments, respond and make any necessary revisions to the proposed TIP. If revisions require a new air quality conformity analysis, staff would incorporate any necessary changes into the documentation, and resubmit the resulting program to public comment.

## 8. TIP Approval

Following the public comment process, the CMAP Transportation Committee submits the Proposed TIP to the MPO Policy Committee with a recommendation for endorsement. After Policy Committee endorsement, the governor (or a designee) must approve the proposed TIP. Finally, the FHWA and FTA must issue a finding of conformity on the TIP, in consultation with the United States Environmental Protection Agency. If the finding is positive, projects in the TIP may proceed.

## 9. TIP Revisions

The dynamic nature of project programming and the large number of projects in the TIP result in numerous TIP revisions throughout the year. Revisions may be made to a project's fund source, cost and/or timing and projects may be added or dropped. There is a rigorous process for the submittal and approval of TIP revisions that is detailed in Appendix 3 of the TIP document. TIP revisions are posted on the CMAP website, [www.cmap.illinois.gov](http://www.cmap.illinois.gov), on a regular basis.

## *Bicycle and Pedestrian Data*

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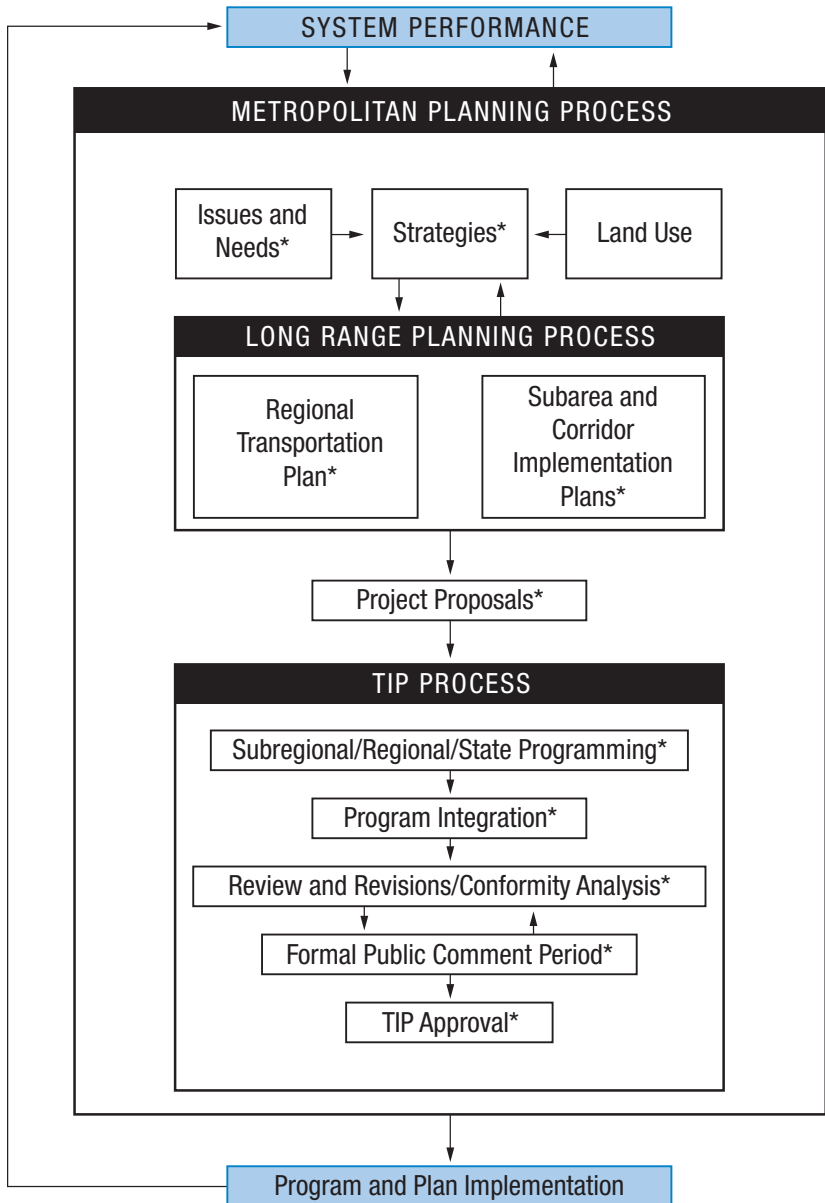
Every day, pedestrians and bicyclists age 14 and older make over 5 million trips in the six county northeastern Illinois region. A large portion of these trips are to and from transit stations.

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Source: Soles and Spokes Task 2: Existing Conditions and Regional Trends, Oct. 2004.  
[www.solesandspokes.com](http://www.solesandspokes.com)



# The TIP Development Process



\*Includes opportunities for public participation

## Contact Information

For more information or to get involved in the TIP decision-making process,

- Contact project programmers
- Call CMAP at (312) 454-0400
- Send an e-mail to [TIP@cmmap.illinois.gov](mailto:TIP@cmmap.illinois.gov)
- Visit CMAP offices, located at 233 S. Wacker, Suite 800, Chicago
- Visit the CMAP website, [www.cmap.illinois.gov](http://www.cmap.illinois.gov)



## *It's a Fact...*

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An effective transportation and transit system that meets our current needs and is poised to address the growing demands of future population growth and economic expansion **benefits us all.**

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## Council of Mayors (Planning Liaison) Contact Information

Council of Mayors	Period Covered By Next Program	Comment Period	Planning Liaison	Contact Number & Email	Final Adoption Date
North Shore	2008-2012	Open/Continuous	Chris Staron	(847) 296-9200 cstaron@nwmc-cog.org	At each council meeting
Northwest	2008-2012	Open/Continuous	Michael Walczak	(847) 296-9200 mwalczak@nwmc-cog.org	At each council meeting
North Central	2008-2012	Open/Continuous	Leonard Cannata	(708) 450-0100 lcannata@westcook.org	At each council meeting
Central	2008-2012	Open/Continuous	Tammy Wierciak	(708) 450-0100 twierciak@westcook.org	At each council meeting
Southwest	2008-2012	Open/Continuous	Vicky Smith	(708) 403-6132 Vsmith9739@aol.com	1/2008
South	2008-2012	Open/Continuous	Bud Fleming	(708) 922-4677 bud.fleming@ssmma.org	11/2008
DuPage	2008-2012	Open/Continuous	Kama Dobbs	(630) 571-0480 KDobbs@dmcc-cog.org	02/2008
Kane/Kendall	2008-2012	Open/Continuous	Jan Ward	(630) 444-3143 wardjan@co.kane.il.us	At each council meeting
Kane/Kendall	2008-2012	Open/Continuous	Mike Sullivan	630) 584-1170 sullivanmike@co.kane.il.us	
Lake	2008-2012	30 days prior to adoption	Bruce Christensen	(847) 362-3950 Bchristensen@co.lake.il.us	12/2008
McHenry	2008-2012	Open/Continuous	Chalen Daigle	(815) 334-4970 cldaigle@co.mchenry.il.us	At each council meeting
Will	2008-2012	Open/Continuous	Hugh O'Hara	(815) 722-7280 hugh.ohara@wcgl.org	At each council meeting



## Contact Information by Project Programmer

Agency	Period Covered by Next Program	Comment Period	Contact Person	Contact Number & Email	Final Adoption Date
City of Chicago	2009-2013	March-April 2009	David Seglin	(312) 742-2762 dseglin@cityofchicago.org	6/2009
RTA Capital Program	2009-2013	December 2008	Vida Morkunas	(312) 913-3172 morkunasv@rtachicago.org	12/2008
CTA	2009-2013	October 2008	Michael Connolly	(312) 681-3452 mconnolly@transitchicago.com	11/2008
Pace	2009-2013	October 2008	Vicky Tan	(847) 228-2480 vicky.tan@pacebus.com	11/2008
Metra	2009-2013	November 2008	Jack Groner	(312) 322-6643 jgroner@metrarr.com	11/2008
IDOT: DPIT	2009-2013	Open/Continuous	David Spacek	(312) 793-2154 david.spacek@illinois.gov	Spring 2008
IDOT: Local Roads	2009-2014	Open/Continuous	Chad Riddle	(847) 705-4406 charles.riddle@illinois.gov	Spring 2008
IDOT : Multi-Year Program	2009-2013	Open/Continuous	John Fortmann	(847) 705-4118 john.fortmann@illinois.gov	Spring 2008
IDOT: Annual Program	2009-2013	Open/Continuous	John Fortmann	(847) 705-4118 john.fortmann@illinois.gov	Spring 2008
IDOT: District 1	2009-2013	Open/Continuous	John Fortmann	(847) 705-4118 john.fortmann@illinois.gov	Spring 2008
IDOT: District 3	2009-2013	Open/Continuous	Julie Wielgopalan	(815) 434-8473 julie.wielgopalan@illinois.gov	Spring 2008
Illinois Tollway	2005-2016	Open/Continuous	Rocco Zuccherro	(630) 241-6800 rzuccherro@getipass.com	12/2007
Cook County	2009-2013	Open/Continuous	John Beissel	(312) 603-1660 jbeissel@cookcountygov.com	6/2009
DuPage County	2008-2012	Open/Continuous	John Loper	(630) 407-6882 jloper@dupageco.org	5/2010
Kane County	2009-2013	Open/Continuous	Tom Rickert	(630) 584-1170 rickerttom@co.kane.il.us	1/2009
Lake County	2008-2013	Open/Continuous	Mark Tulach	(847) 377-7400 mtulach@co.lake.il.us	6/2008
McHenry County	2009-2013	Open/Continuous	Jason Osborn	(815) 334-4969 jjosborn@co.mchenry.il.us	Spring 2008
Will County	2009-2013	Open/Continuous	Bruce Gould	(815) 727-8476 bgould@willcountyillinois.com	5/2008

For additional TIP information contact Patricia Berry at CMAP at (312) 386-8742.

## Major Project Location and Description

I- 190 O'Hare access Rds from US 12 45 Mannheim Rd (Cook/Chicago) to I-294 Cumberland Ave (Cook/Rosemont): CDOT

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I- 90 Northwest Tollway from Plaza #9 - Elgin (Kane/Elgin) to I- 294 Tri-State Tollway (Cook/Rosemont) mp 0.0 - 24.8: Illinois Tollway

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I- 294 Tri-State Tollway from US 12 20 95th St. (Cook/Bridgeview) to IL 394 Calumet Expy. (Cook/Thornton Twp) mp 0 - 17.6: Illinois Tollway

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I- 90 Northwest Tollway from Sandwald Rd (Kane/Huntly) to Plaza 9 - Elgin (Kane/Elgin) MP 24.8-33.7: Illinois Tollway

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Prairie Parkway from US 34 (Kendall/Eldamain) to IL 71 (Kendall/Fox Township): IDOT DOH District 3

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Stearns-McDonald Connector from Randall Rd. (Kane/St. Charles Twp.) to East of Dunham Rd. (Kane/St. Charles Twp.) and over Fox River: Kane County Highway Dept

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I-355 North-South Tollway from I-55 Stevenson Expy (Will/Bolingbrook) to I-80 (Will/New Lenox) INCL I-355 H-AL to Boughton Rd New Full Intermedia: Illinois Tollway

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I-94 294 Tri-State Tollway from Russell Rd (Lake/Wadsworth to Balmoral Ave (Cook/Rosemont) MP 69.8-40.0

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CTA - 022.903 Perform rail car overhaul & mid-life rehabilitation: CTA

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CTA - 308.002 Bond Rewayment, interest, & finance cost: CTA

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CTA - 031.054 Replace Buses: CTA

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CTA - 181.500 Infrastructure & renewal program: CTA

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CTA - 132.056 Replace up to 406 rail cars: CTA

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Purchase bi-level commuter cars regionwide: Metra

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Track infrastructure regionwide: Metra

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Rail bridges regionwide: Metra

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FY09-0215